NEW ZEALAND MOTOR CYCLE NEWS

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GEOFF PERRY RIDES TO PRIX VICTORY

The Auckland rider Geoff Perry (Suzuki 750) showed immaculate form in winning the Hamilton Motor-Cycle Grand Prix.

Third on the second lap of the shortened 14-lap event, Perry took the lead from fellow Hamilton rider Chris Woodmass (Yamaha 350) on the 10th lap and built up a comfortable margin by the finish.

Woodmass, who had taken the lead from the veteran Hamilton rider Ginger Molloy (Kawasaki 750) on lap five, was forced back to third place by the Lower Hutt rider Brian Martin (Suzuki 500) at the finish.

Molloy finished fourth.

The Aucklander Rod Meade was taken unconscious to the Waikato Hospital by ambulance after his 750cc Norton crashed. His condition is satisfactory.

Other results:

Race 1 (125cc scratch, five laps): Colin McFarquhar (Yamaha, Auckland), 1; Jim Grogan (Yamaha, Auckland), 2; Phil Bretherton (Suzuki, New Plymouth), 3.

Race 2 (sidecar, scratch, five laps): Don Taylor and G. Donaldson (Triumph 750, Auckland), 1; Frank Follitt and T. Cane (Norton, Pukekohe), 2; Paul Corbett and S. Forbes (Suzuki 750, Blenheim), 3.

Race 3 (up to 250cc scratch, eight laps): Trevor Discombe (Yamaha, Hamilton), 1; Ralph Hannan (Yamaha, Hamilton), 2; Kevin Wendt (Yamaha, Tauranga), 3.

Race 4 (production machines, scratch, eight laps): Alan Collison (Yamaha 350, Tauranga), 1; Molloy, 2; David Hiscock (Norton 750, Lower Hutt), 3.

Race 5 (open B Grade, scratch, eight laps): Eric Bone (Kawasaki 500, Auckland), 1; Les Plummer (Kawasaki, Napier), 2; Grant Nicholl (Yamaha 350, Auckland), 3.

Race 6 (open A Grade, scratch, eight laps): Martin, 1; Perry, 2; Gary Turner (Yamaha, Auckland), 3.

Race 7 (sidecar, scratch, five laps): Corbett and Forbes 1; Howard Gregory and S. Cresswell (Triumph 650, Masterton), 2; Denis Rohloff and P. Huntley (Triumph 650, Wellington), 3.

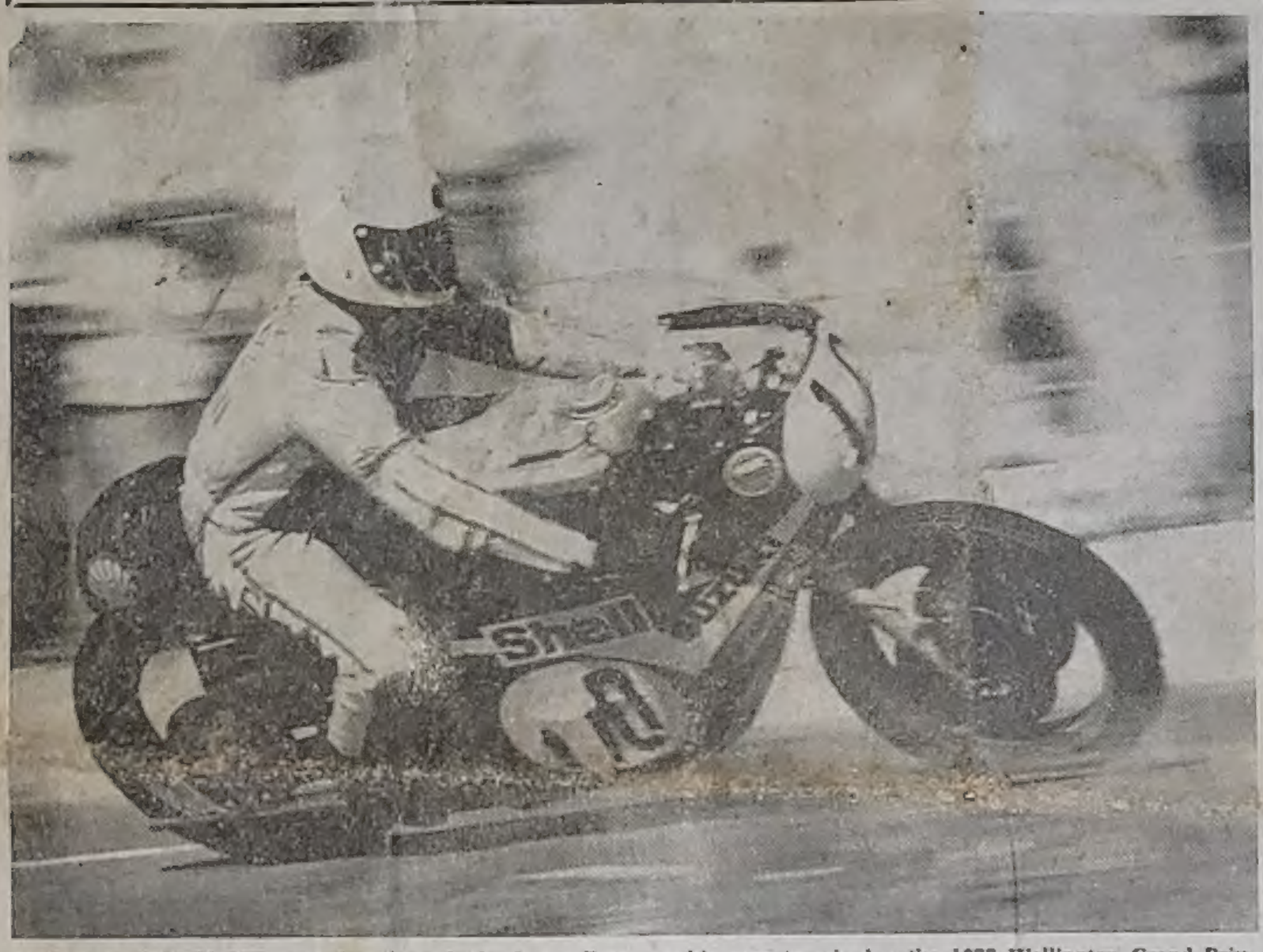
Race 8 (Junior Grand Prix, 10 laps): Discombe, 1; Woodmass, 2; Keith Turner (Yamaha 350, Napier), 3.

Race 9 (open production machines, scratch, eight laps): Collison, 1; Joe Lett (Norton 650, Wanganui), 2; D. Bone, 3.

Race 10 (single-cylinder, scratch, five laps): Hugh Anderson (Yamaha, Hamilton), 1; Ken Fletcher (Aerimacchi 350, Auckland), 2; Bill Holmes (Norton 500, Te Puke), 3.

Race 11 (sidecar, handicap, five laps): S. Rae and D. Bivvon (Norton, Napier), 1; Rohloff and Huntley, 2; Follitt and Cane, 3.

Race 12 (Hamilton Grand Prix, 14 laps): Perry, 1; Martin, 2; Woodmass, 3.



Geoff Perry (Suzuki 750) sweeping through the Lesco Esses on his way to winning the 1973 Wellington Grand Prix. —Don Hopkins photo.

'HRD' DIES

Howard Roland Davies, 77, the founder of the HRD motor cycle and only man to win the Senior TT on a Junior machine, died on January 3 at his Knowle, Warwickshire, home.

He founded HRD in 1925 and the bikes were an immediate success with Davies himself winning the Senior of that year on his own machine.

A motor trade manufacturers' agent until his retirement last June, "HRD" kept in touch with motorcycling through his contacts in the Vincent Owners Club.

Two days after his death, his wife, Maisie, with whom he had recently celebrated 50 years of marriage, also died. They leave two daughters, Pamela and Jean.

Heavy

While the C.Z. boys are flat out lightening their bike, Husqvarna have realised that their 500 championship contender for this year is below 95 kg minimum. So they are adding a bit of lead to the frame!

The machine is a 360 based on a 125 bottom half (82mm x 67mm) and reed valves will be used.

SHEENE TO SUZUKI

Barry Sheene will race for Suzuki GB during the coming season.

Twenty - two - year - old Sheene will join Stan Woods, who has already signed for Suzuki, to race 500cc and 750cc machines. He may also have some outings on the 125 Suzuki twin that took him to second place in the 1971 world championship.

Suzuki will give priority to the FIM's Formula 750 and the MCN Superbike championships but when there are no date clashes, Sheene will be entered for world championship events in the 500cc and 125cc classes.

"Once the contract is signed there will be no question of me racing Yamahas," said Sheene, who had a contract with Yamaha last year.

Sheene's 750 will be the latest factory "three" — similar to the one his brother-in-law Paul Smart will race in the States.

"We are hoping to have a pair of Seeley monocoque frames for our 500s," said Suzuki GB competitions manager Rex White.

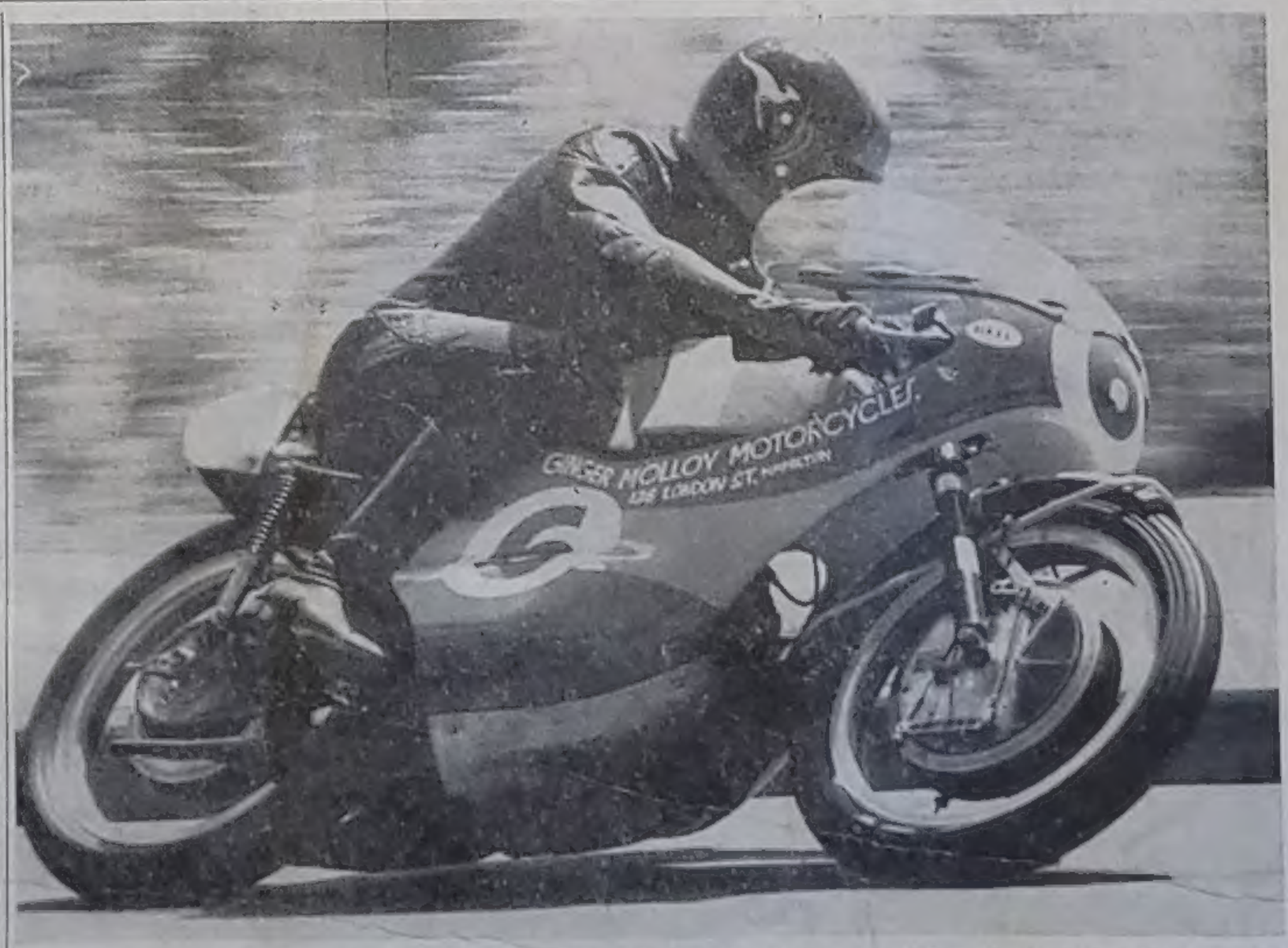
Napier M/C Club Te Onepu Hill Climb

Results of the Napier Motor Racing Club's Te Onepu Hill Climb held on 10th March, 1973.

1st, Les Plummer, Kawa 500, 57.1; 2nd, Paul Huntly, Suzuki 500, 59.6; 3rd, Geoff. Sell, Suzuki 250, 1m. 1.6; 4th, Ted Martin, Suzuki 185, 1m. 3.5; 5th, Wayne Mouil, Honda 350, 1m. 5.4; 6th, Tony Burrell, Suzuki 100, 1m. 8.7; 7th, Ray Jensen, Suzuki 125, 1m. 14.2; 8th Daryl New, AJS 350, 1m. 16.3; 9th, Bruce Rattray, Suzuki 125, 1m. 20.8; 10th, Monty Whalley, Suzuki 50, 1m. 49.6.

Montesa

A prototype works 360 Montesa ridden by Kalevi Vehkoven amazed exeryone at a recent international Belgium MX when he easily led the world's best. Unfortunately the head blew and Roger De Coster, who was well back in second place went on to win.



R. Hannan (Aust.) Yamaha 250 taking the Dulux Corner during the Dulux T.T. (Wgtn G.P.).—Don Hopkins photo.

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Honda Daytona Effort Dims

IRVINE, CALIF., JAN. 14: Speculation about Honda's 1973 Daytona effort continues . . . . . Paul Smart, now signed with the rival Suzuki factory, confirmed that he was in touch with American Honda just prior to Christmas and was asked by an executive of that company to submit a resume of his racing career. Apparently Dick Mann, who won Daytona for Honda three years ago was also asked to go through the same procedure! Mann has now signed for Triumph and will ride one of the British built three-cylinder racers at the Florida speedbowl.

Despite the fact that these two riders are committed elsewhere, however, we hear that Honda is still planning a Daytona effort with a team of riders from Britain, an American who has still be decided on and a direct factory entry (one of the big seven-fifty fours) to be ridden by Japanese ace, Morishito Sumiya. He is the rider who used one of the factory 650cc fours to smash Mike Hailwood's Suzuki circuit outright record in Japan last season.

Speedway Men For Trial

Speedway rider Tony Clarke was committed for trial at Middlesex Crown Court with mechanic Terence Clarge and driver Benjamin Griffiths when they appeared at Harrow (Middlesex) Court.

Tony Clarke, 32, of Hounslow and Terence Clarke, 28, of South Harrow, are charged with on or before September 20 in the Greater London area dishonestly handling three Jawa speedway racers belonging to the Russian world final team, eight wheels and tyres and two boxes containing motor cycle parts knowing or believing them to be stolen.

Griffiths, 32, of Greenford, is charged with dishonestly handling stolen goods in that he assisted in the removal of the goods knowing or believing them to be stolen.

All three were allowed bail of £1,000 each with a surety in the same sum.

Maico's Roadster

A 250cc Maico roadster, with twin silencers for its single cylinder two stroke engine, will be in production in March, export manager Hans Kresin revealed at last week's Racing and Sporting show, in London.

LETTERS TO THE EDITOR

Dear Editor,

There are some articles enclosed which will give some idea of the trip across Australia.

As you will see it was quite an eventful journey, ending in an anti-climax at Fremantle, which was reached in a very enthusiastic frame of mind.

However, a bitter disappointment was in store for me. My route was taken from a pamphlet supplied by a well known organisation, and they had not been informed that ships carrying passengers and cargo, no longer went direct to Ceylon or India.

Over a week was spent in Fremantle and Perth, trying without success to obtain passage for myself and the Yamaha.

A berth was offered on a cargo vessel, going to Bombay via Singapore and other ports, which meant waiting at Fremantle for approx. 6 weeks with a further loss of 6 weeks before reaching Bombay, together with the added cost of the passage at approximately $340 plus board and lodging in Fremantle, it seemed more logical to return to N.Z. and start again. Even returning was full of frustrations, there was no chance of a passage from Fremantle for at least 2 months, and it was suggested (with a feeling of relief at getting rid of me I feel sure) that a better chance could be had at Adelaide.

So both angry and somewhat depressed the return was started. It is of little use to write at the moment of the trip back and of the same answers at Adelaide when a passage was requested. On again to Melbourne and here I was informed that the Ocean Monarch was due to sail from Sydney in 2 days time. It was impossible for me to ride the distance in the time, as the ship was due to leave at 9.30 a.m.

One last difficulty was how to arrange transport for the bike, the first agent suggested that it would cost approx. $112 and as that was dearer than my own fare I fished around in a hurry, finally a Security Officer at the rail yards pointed out that there was a Company which ran a N.Z. to Australia service. A quote of $32 was accepted ,and all that was needed was a quick trip to Sydney.

The overnight train booking made and a booking for the Ocean Monarch left me with little else to worry about. The next night was spent in Sydney, where I visited Kings Cross which has altered out of recognition, as it is about 16 years since I was last there.

One time the next morning and once again I was on a ship, not bound for India as I had hoped but for N.Z. which I had not expected to see for at least 6 months.

It has been an interesting trip and I have met a lot of very nice and helpful people, some of them real characters.

The preparation has started on continuing with the trip but starting from either Singapore or direct to India from N.Z. this time without the aid of certain people.

Of Australia — the Nullabor Plain and the floods etc I will have more to say at a later date.

For the moment the need to get started again is most important as if the delay is too long it may be necessary to wait until late in the year for the favourable weather over the deserts and the mountains of Afghanistan etc.

I will let you know when I am off again, as a final word I must say that the little 200 Yamaha did a magnificent job, and never missed a beat, through the floods and the extreme desert dust.

All the best,

H. Sparrow.
P.O. Box 53, Ohaeawai,
Bay of Islands

NEW HONDA SCRAMBLE MACHINE - THE XR 75

The Honda concessionaires have recently imported a few examples of the smallest Honda scramble machine—the XR 75.

Weighing only 141 lbs, these 72 c.c. machines are already very popular with novice riders in Europe where there is an under 75 c.c. class.

Part of the secret of the very light weight is that the XR75 is stripped for action —no lights, no speed. The Honda tank label makes it clear that this is no highway machine.

The novice scramble market apart, the XR 75 could also prove a useful addition to the range of Honda bikes suitable for farm use.

Knobbly tyres are standard and there is a 6.7 inch ground clearance.

However, Honda believe that most buyers will be novice scramblers and the design of the machine makes it ideal for this purpose—spring footrests and a good flat side which would give plenty of ground friction in the event of a spill.

The new model has some dimensions in common with the SL 70 which is already available here in quantity. Stroke and bore dimensions are identical but the carburettor venturi is even bigger than the CT 90 model, giving a fair indication of the performance which can be expected of the machine. As a point of interest, the seven bhp power output at 10,000 revs produced by the four stroke overhead camshaft engine is obtained without the use of an excessively high compression ratio—which is given as 8.8:1 in the makers' specification.

The other difference is in the gearbox—only four ratios compared with five on the SL 70. The gear ratios on the new model are also far more suitable for scramble events.

Although only a small number of machines are available, the XR 75 could be the forerunner of many like it and there may soon be a real demand for that under 75 c.c. scramble class.

Long Distance Scramble

The H.B. Motor Cycle Club in conjunction with Castrol (N.Z.) Ltd., are to stage an event which is unique in N.Z. on the 29th April. This is a Scramble which is to run for the duration of 2 hours known as the Castrol 2 Hour. This event was first staged in 1972 and was won by Morley Shirriffs (P.N.) on a 250cc Yamaha, when he covered 83 laps of the ¾ mile circuit. The number of laps ridden by each rider are recorded and all class winners receive prizes in addition to the overall winner who receives the Castrol 2 Hour Superman Shield. Entries for this year's event are being received from all parts of the North Island.

The next few years will almost certainly see more long distance endurance events being promoted for compared with most other countries N.Z. events are relatively sprint affairs. The release of Moto Cross machinery from import control will also be an influence in this direction for previously the top flight riders had good bikes while the clubmen had to be content with the 'hand me downs' and some of them were hardly fit for long distance events. The recently staged Desert Race by the Ruapehu Motor Cycle Club (they also organised the 'Cold Kiwi') was another example of the type of activity owners of suitable machinery can enjoy in the future.

Invasion!

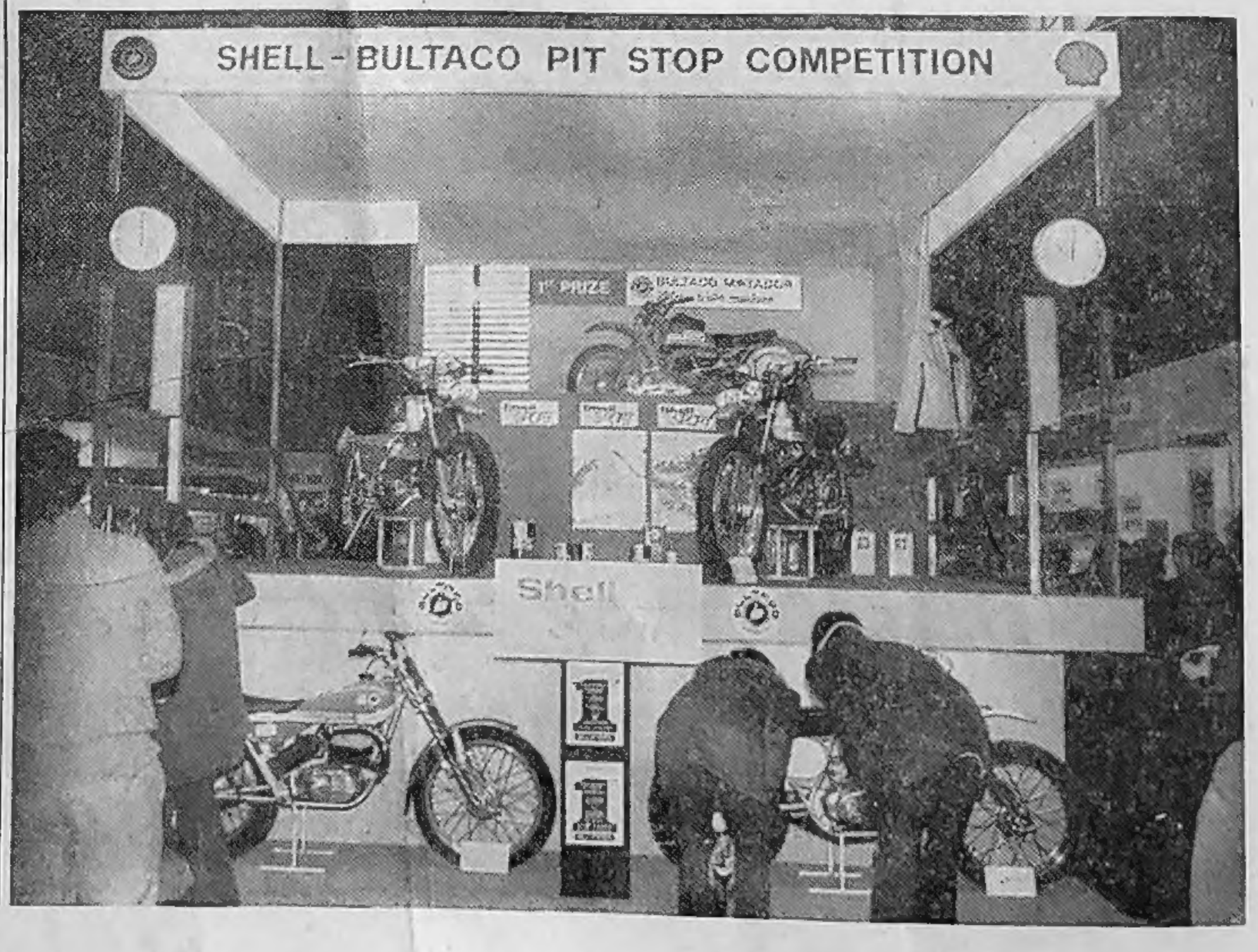
With 600 applicants for the 1973 Scottish Six Days Trial the organisers of the Highland classic are to hold a ballot for private entrants after seeding works and foreign entries. The ballot will be held this month.

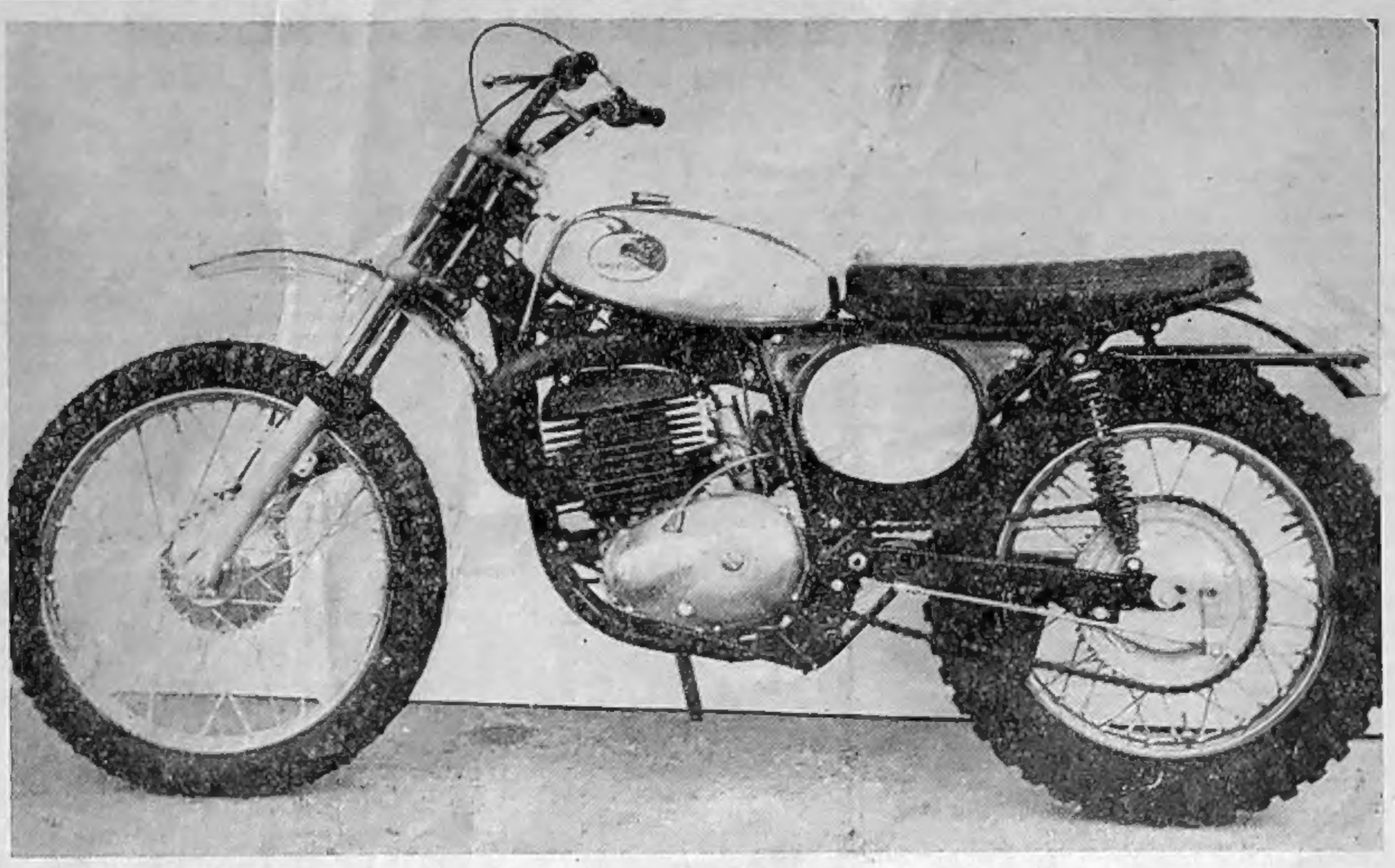
Another Sherpa Fan: Phil Read

There is no doubt but that the Motorcycle and Racing Show is a meeting place for the famous in the motorcycle world, as well as for thousands of fans from everywhere. The Show that is held in London in January every year bases its importance on the specialization. Everything shown there, from the superpowerful motorcycles to the smallest accessories, is designed for a use in the sport and competition.

Bultaco was present, showing the Sherpa T 350 which is the first motorcycle to obtain the three first places in the British Trials Championship. Maybe encouraged by this success, Phil Read decided to become an owner and rider of a Sherpa T. Naturally he is not changing into trials competition, but he will use his spare time to practise on trials sections, which no doubt will help him keep his good form.

Shell's "pit stop" is already a tradition at the Show, and this contest in mechanical skill and speed is a graet attraction to the public. It is a question of disassembling and assembling certain parts of a motorcycle in the least time possible, in the same manner as the competition mechanics do it. The motorcycles Shell had this year were the Bultaco Matador SD—the same as those used by the British ISDI team in Czechoslovakia. The winners' prizes were also Matador SD, but brand new and ready to drive.





Model 63 380cc Q.U.B. "Griffon"

The Specifications of the 1973 380cc Q.U.B. "Griffon" and the 250cc "Griffon" Moto-Cross models remain virtually the same as before, with two important additions.

I am delighted to be able to inform you that it is again possible for us to fit 'Ceriani' telescopic front forks to both the Griffons. Ceriani, the manufacturers, have developed the latest pattern for us, which improves the handling appreciably and Dave Nicoll, the well known international Moto-Cross rider, votes them "superb". Glass fibre fuel tank. The colour scheme of the 250 will be the same as the 380, i.e. black frame and filter box.

I am enclosing herewith a photograph of the 380cc Q.U.B. "Griffon" and am sure you will agree that it is a very business-like machine.

I am sorry to have to inform you that it has been considered necessary to suspend production of the 175cc "Pathfinder" as the projected demand for Trials bikes, fitted with small capacity engines, has proved insufficient to justify continued manufacture.

D. Preston Cobb,
Deputy Managing Director.

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TRAVEL PROBLEMS COULD CANCEL TRIP

Mr Henry Sparrow, Ohaeawai's lone around-the-world motorcyclist, is stranded near Freemantle waiting for a suitable berth for Ceylon. His enforced 'lay-off' follows an arduous trip across the West Australian Desert that, at one stage or another, saw him pinned beneath his motor-cycle following an accident, riding through flood-waters or breathing desert dust.

"Now for the rough stuff," he writes. "I set off bright and early and came to a diversion road which meant that I had seen the last of the tar seal for about 300 miles. It was no worse than many roads in the North of New Zealand, but after 30 miles the sandy dust began to pile up on the road causing the bike to work very hard to keep moving.

"Where the heavy vehicles had pressed ruts, the soft sand had covered them up, and I did not know where the bike was going each time we found one. Just after Nundroo I had to walk beside the machine several times, then came the corrugations. I spent as much time in the air as in the saddle — even at speeds as low as five miles an hour — barely moving in bottom gear," said the letter.

"Then came my final stretch of very bad corrugations, and just as I breathed a sigh of relief at having a fairly flat stretch of road in front of me, the bike got into a hidden rut which threw me back on to another set of corrugations.

"These proved, too much for the carrier brackets on the bike. They broke with the strain and bike, baggage and me, landed in a big pile of sand at the side of the road.

"I managed to switch the engine off, then found that I could not get my leg out from under the bike.

PROBLEM SOLVED

"Fortunately for me, a chap in a car came along almost at once, and he lifted the machine enough for me to get my leg free. Between us we tied up the carrier and hooked on the luggage again and once again I was on my way. My leg was sore and becoming stiff, and I at last made Try Tanks where my problem was to get off the bike. I sat and worked some life into my leg before I attempted it," said Mr Sparrow's letter.

"The next morning my leg was swollen and bruised, and I knew that I was really in for a bad time if I continued riding. Salvation was in sight when an articulated lorry and trailer came to a stop, to make a delivery and for the driver to have breakfast. Hearing of my plight he offered me a lift over the rest of the bad road.

Needless to say I accepted gratefully and the bike was lashed down on the back, and we were away again," said the letter.

About 30 miles from Perth I said cheerio and thanks and headed for the nearest garage to fill up with petrol.

It seemed that there was not anywhere to find accommodation until Midland, about 20 miles on. I decided that there was nothing else to do but go ahead and try it. At Midland the park owner said that it was full up, and he did not know where I could find a place to bed down. The only thing to do was carry on, and it was now reaching sunset, a sign ahead 'motel' gave me hope once more, and soon I was bedded in for the night.

"The next morning after breakfast, I set out to check the Perth P.O. for mail, and to find my way on to Fremantle. I called in and had my leg checked, was told to keep off it for a while, and not subject it to more strain than necessary.

I had to find somewhere to sleep again, so went looking for a caravan-camping park, only to find that the camp sites were completely out in the open so once again I hired a Caravan for a couple of nights.

"I have great difficulty cashing travellers cheques (Sterling). If that keeps up I will have to head back to N.Z. and try again another time — It's in the lap of the Gods. There are no ships suitable for me in at Fremantle, and I will have to find other digs for a while, this way of living is too expensive," said Mr Sparrow.

Hamilton M/C Club The Scott Trial — Te Mata

In hot weather riders faced 10 laps of the 4 mile circuit each lap contained 8 observed sections, ranging from rocky river beds to steep grass climbs and slippery, gnarled tree roots. An original 44 entries, diminished to about 38 come start time, and the going was such that no fewer than 15 retirements occurred from then on. Basically, any machine which was not correctly prepared pounded itself to pieces or failed mechanically during the trial, although the event was certainly not as tough as last year's N.Z. Scott Trial. The sections were all short and relatively easy, so that minimum holdups occurred, yet all riders lost marks. They were just right for this type of event.

A study of facial expressions as the trial progressed was fascinating. Passing smiles became sickly grins, then demented hysteria. The last couple of laps showed glazed eyes as exhaustion set in and riders maintained control by instinct alone. "Style" in sections disappeared completely as riders became too stuffed to worry. The technique became "aim it, turn the loud handle and hope for the best". Once again our very own Hugh Anderson put on a mighty performance on his little CT1 Yamaha to record fastest time and best on observation. A remarkable effort, to say the least.

Young Peter Grinter threw away all chances after making very good time for about 8 laps. After a very thorough riders briefing before the event, Peter's youthful exuberance dominated and several misdemeanours later, was disqualified, throwing away all chances of the fastest time trophy. Moral — riders briefings are not just to pass the time of day! Hard luck stories abounded. Ross McLaren seemed to cover a hell of a lot of the circuit on foot. Gus Lesignoli siezed his machine after about 1¼ laps. That bloody downhill track at the end of the start/finish straight was as evil as ever. Have you ever been passed by anyone who's going faster on their right ear than you are on two wheels? Real hard luck story must go to brand new Kiwi (ex pom) Stuart Marshall. Stuart's Bultaco Sherpa T was only unloaded off the boat the Thursday before the event. He had not ridden it for 3 months and had very little time to get the machine ready. First lap of the trial and the prop stand loosened and jammed itself in the back wheel. Result — 8 broken spokes. After removing the debris Stuart rode on, only to bend his chain guide on a rock a few minutes later and smash his chain. Welcome to N.Z.! Pete Martin took things very gently on his new OSSA to record 4th place overall. What a way to run in a new bike!

Results:

1st H. Anderson 26 pts lost, 26 observation, 0 time; 2nd B. Clark, 36½, 20, 16½; 3rd C. Swanson, 36½, 30, 6½; 4th T. Rose, 40, 23, 17; 5th P. Martin, 43, 26, 17; 6th J. Cleave, 43, 25, 18; 7th B. Wiggins, 46, 38, 8; 8th L. Given, 52, 44, 8; 9th T. Clist, 54½, 37, 17½; 10th P. Sweetman, 70½, 41, 29½.

Gilera

While their 50 to 125cc I.S.D.T. bikes become better and better, the factory bosses have announced that a racing department has been established.

Experimental work is going on with 3 and 4 cylinder engines which could be ready this year but certainly for the 1974 racing season.

Norton

Due to production problems only one monocoque 750 Norton will be ready in time for the Daytona 200 mile race.

It will be ridden by Peter Williams while the other rider, John Cooper, will have a modded '72 bike.

Big Spending Planned

Norton Villiers chairman, Dennis Poore, told the British press recently that his company plans to spend millions of dollars to upgrade tooling (and therefore quality) at the Norton factory in England "in order to be able to better face the Japanese challenge."

The cash will come through Norton's parent company, Manganese Bronze Holdings, which has announced the issuance to shareholders of 1.6 million ordinary 25 pence shares at a subscription price of 27½ English pence.

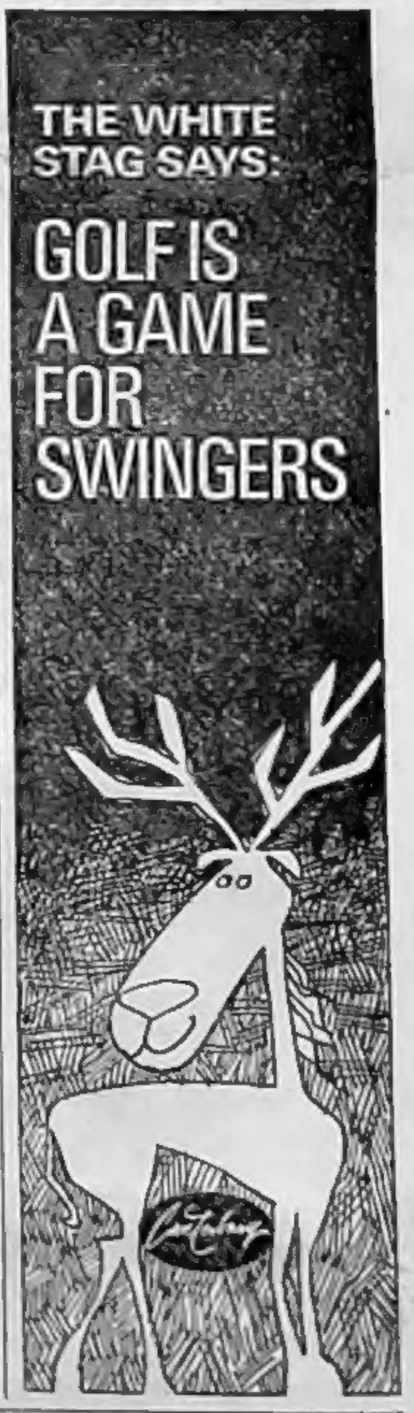
Poore, who is also chairman of Manganese Bronze Holdings, says the money will be used to improve working capital and to reduce the dependence of the group on borrowing as a means of raising capital investment.

60 bhp

Remember the way Renzo Pasolini went in last year's 250 and 350 world championships?

Riding air cooled two stroke twins, the Italian rider pushed his Aermacchis to front throughout the season. Due to having to work with only a couple of mechanics developing the new bikes he suffered many mechanical problems.

For '73 the Harley Davidson owned Aermacchi company have perfected water cooling on their twins and already the 250 is developing 60 bhp at 11,500 rpm.



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Hamilton M/C Club The Big Speed Weekend

What a fantastic weekend's racing. Any club member that didn't go doesn't deserve to hear about it!

Saturday's Miniature TT was a mudbath and sadly the wet weather turned away the crowds by their thousands! The mud caused lots of trouble and dozens of those "flat-on-your-fanny" slides which cause little harm to riders but are good spectator value. Grant Collins and Colin Ruff both tried to go one better by pulling off a great big "endo" each. Grant's still looking for the rest of his teeth!

However our ace Hugh Anderson pulled off the A grade title and the N.Z. 250cc title. Moss Smith won the B grade title while Trevor Jones took the C grade. Most noticeable "others" on the day were C graders Trevor Clist, Chris Brown and Lloyd Ganley who all rode very well. Interesting to note that Hugh was never beaten all day.

The N.Z. Moto-cross Finals were just unbelievable. Fantastic weather, bumper crowd and the best racing since Hikutaia's big international meeting. While Ivan Miller was without a doubt the fastest rider on the day, Hugh Anderson completed his hat trick by winning the A grade title. Let's face it — winning does not just mean being fastest — it also means finishing the race and Hugh's Yamaha never missed a beat all day. The cush-drive in the rear hub of Ivan Miller's Suzuki broke up in the first A grade heat preventing him from finishing the race. Hugh won. In the other two heats it was Ivan 1st and Hugh 2nd, but Hugh's points gain was unbeatable, giving him an outright win and relegating Ivan to 3rd place. Ross McLaren rode consistently all day to pick up 2nd place overall.

Moss Smith was unbeatable in the B grade winning all three heats to make a decisive title win. Stu Witchell rode very consistently to pull off 2nd place in the Grade. C grade results were far less decisive — a large number of prangs involving front runners caused confusion but Trevor Jones rode carefully and consistently to first place overall. The very spectacular pile ups ended with Chris Brown in hospital with spinal injuries and Trevor Hill with three damaged ribs. A third rider (sorry I don't know his name yet) has a broken collar bone. We wish you all a speedy recovery. Trevor Hill HAS to get well soon — he's organising the toilets for the road race!

It is interesting to note that Yamaha machines took 7 N.Z. titles over the weekend — N.Z. A, B and C Min. TT; N.Z. 250cc Min. TT and N.Z. A, B and C Moto cross. Dennis Pearce was the happiest man in Hamilton on Sunday night — with good reason.

However Hugh Anderson's weekend was a real fairy tale. 1st place N.. A grade Min. TT, 1st place N.Z. 250cc Min. TT and 1st place N.Z. A grade Moto cross and then announced his retirement from the more competitive side of the sport. What a well earned finish to a fantastic racing career.

A special note of appreciation must also go to Colemans for their sponsorship and support of the Moto cross series and to Champion Spark Plugs for their sponsorship for the Min. TT event.

Quicker Maicos

A power boost of four bhp is claimed for the latest 250 cc Maico production scrambler, with radial finning as on the 400cc version. The new 250s expected by importer Bryan Goss, next month, will cost £544.

Adolf Weil and Hans Maisch will race the new machines in this year's 250cc world championships, "Maico is the only factory which does not have special works bikes for grand prix racing," said the former British 500 champion.

Honda CB 500 Wins U.K. Award

The Honda CB 500 has won the 1972 Cycle Guide Engineering award — and another Honda, the XL 250, was runner up.

The judges found that the machine was "reliable to a fault" and extremely quiet. At high speeds the wind noise drowns all engine noise completely — a situation which the editors had not encountered on any other motorcycle.

Honda Release New 3 Wheeler

A 70cc version of the ATC 90 three wheeled balloon tyred cross country bug has just been released by Honda in U.S.A.

Described as a young person's machine it has many extra safety features including protective footguards, and fully enclosed muffler system.

Lloyd Goes Suzuki

Les Lloyd is switching to Suzuki. He will continue to be sponsored by Jim Sheehan, the Bracknell, Berks, dealer who has helped him since he was a junior four years ago.

Now 21, Les will contest the British championships on Suzukis. A 250 is expected this month and a 400 in April. Les previously raced AJS, BSA and Husqvarna machinery under the Sheehan banner.

BMW

The German factory is to sponsor two R75/5 bikes to ride around the Isle of Man for seven days and seven nights. This is to win a certain trophy that three 50cc Hondas won in 1962.

Gulf

The American Gulf Oil Company who have backed racing cars for many years look like sponsoring the Norton team in the coming season.

Kawasaki's Racing History

Kawasaki started improving its motorcycles by racing them in 1968.

That year Kawasaki's first import — the twin 250cc dual rotary valve "Samurai" — became the A1-R racer in the hands of Ralph White and Walt Fulton, Jr.

That first year of racing was no fairy tale of the new manufacturer sweeping to success. But it did prove that the 250cc Kawasaki was fast and reliable. And what the Kawasaki engineers learned helped improve the next year's production 250 and its big brother, the 350cc "Avenger".

SUCCESS CAME THE SECOND YEAR OUT

Fulton, Art Baumann, and Cal Rayborn came back the next year with an improved 250cc — designated the A1R-A. And Dick Hammer raced his 350cc A7R machine against the might of other factories' 750's.

The bikes all finished in the top ten at Daytona.

Not bad, the second year out.

RESULTS LED TO SUPERBIKES

Back in Japan, Kawasaki engineers were taking their new racing know-how and putting it together with new ideas in 3 cylinder, 2 stroke motorcycle design.

The result . . . the 500cc H1 . . . a triple that firmly established Kawasaki's name in motorcycling.

The motorcycle — beautifully designed, handsomely packaged in blue racing stripes, and with a price tag of less than $US1,000 — helped usher in the superbike era.

Naturally, Kawasaki made it into a racer. A motorcycle built around the H1's engine was successfully raced by Dave Smith on the West Coast.

Replicas of that bike, designated the H1-R, were snapped up as racers went after the whopping $US250,000 in contingency money put up by Kawasaki in 1970. A big chunk of it went to a young Texan named Rusty Bradley who swept the junior class.

Yvon DuHamel, Ralph White, Walt Fulton, Bobby Winters, and other independents carried the racing success story into 1971. Yvon DuHamel won his — and Kawasaki's — first AMA National Championship on the Kawasaki H1R (Yvon also recorded the fastest ever 250 mile race at an average speed of 108 mph!)

That was also the year Kawasaki introduced the logical extension of its works with superbikes — the 750cc H2 Mach IV.

It became the H2R road racer which — in the capable hands of Yvon DuHamel, Paul Smart, and Gary Nixon — swept to victory after victory in 1972 (Yvon set another "fastest ever" mark in his win at Talladega 200 — 110 mph average).

FIRST MOTOCROSSER SCORES

The success of Kawasaki's touring bikes led the company into producing three off-road machines in 1970 — the 175cc, 250cc, and 350cc enduros.

The 250 F11, in its racing version, turned in an impressive performance in the hands of people like Peter Lamppu and Brad Lackey in the '72 racing season. That bike will be back this year, having helped improve all of Kawasaki's off-road line.

In late 1971 Kawasaki decided to build a big bike strictly for motocross. The result is the 450cc F12 that Brad Lackey tested on the national circuit and in international grand prixs during 1972.

Just one year after Kawasaki introduced this 500cc class bike, Brad had captured the AMA United States Motocross Championship.

(In keeping with Kawasaki's policy of building bikes for the public, not the race track, that machine will soon make its appearance on dealer showroom floors.)

(Meanwhile, all three Team Kawasaki riders and over 200 independent riders will be aboard the 450 in the coming season.)

A last five years of racing — proving that a new motorcycle company really can make good. Kawasaki's racing-development programme is a success. And most important, you can see the results at your Kawasaki dealer.

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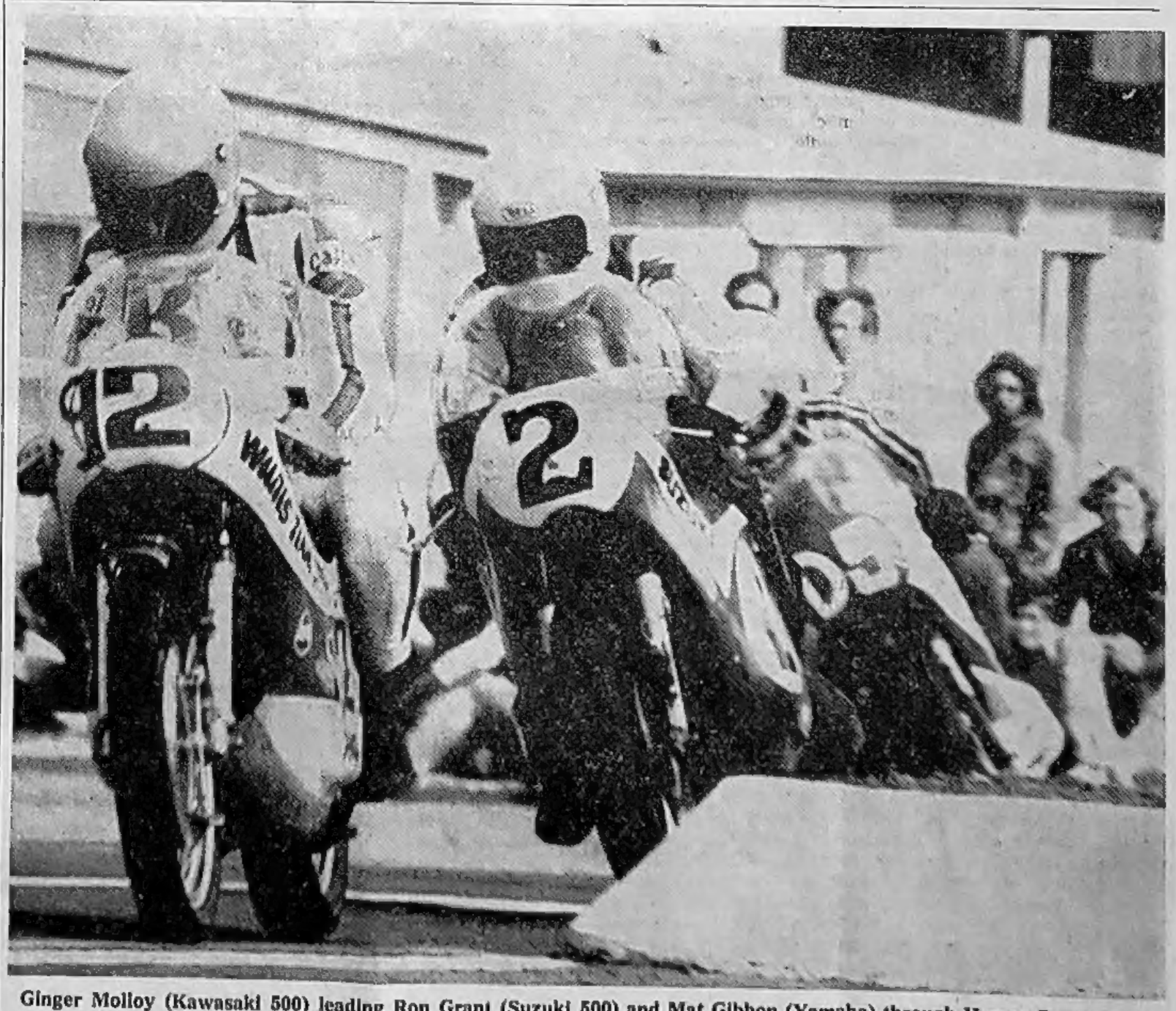
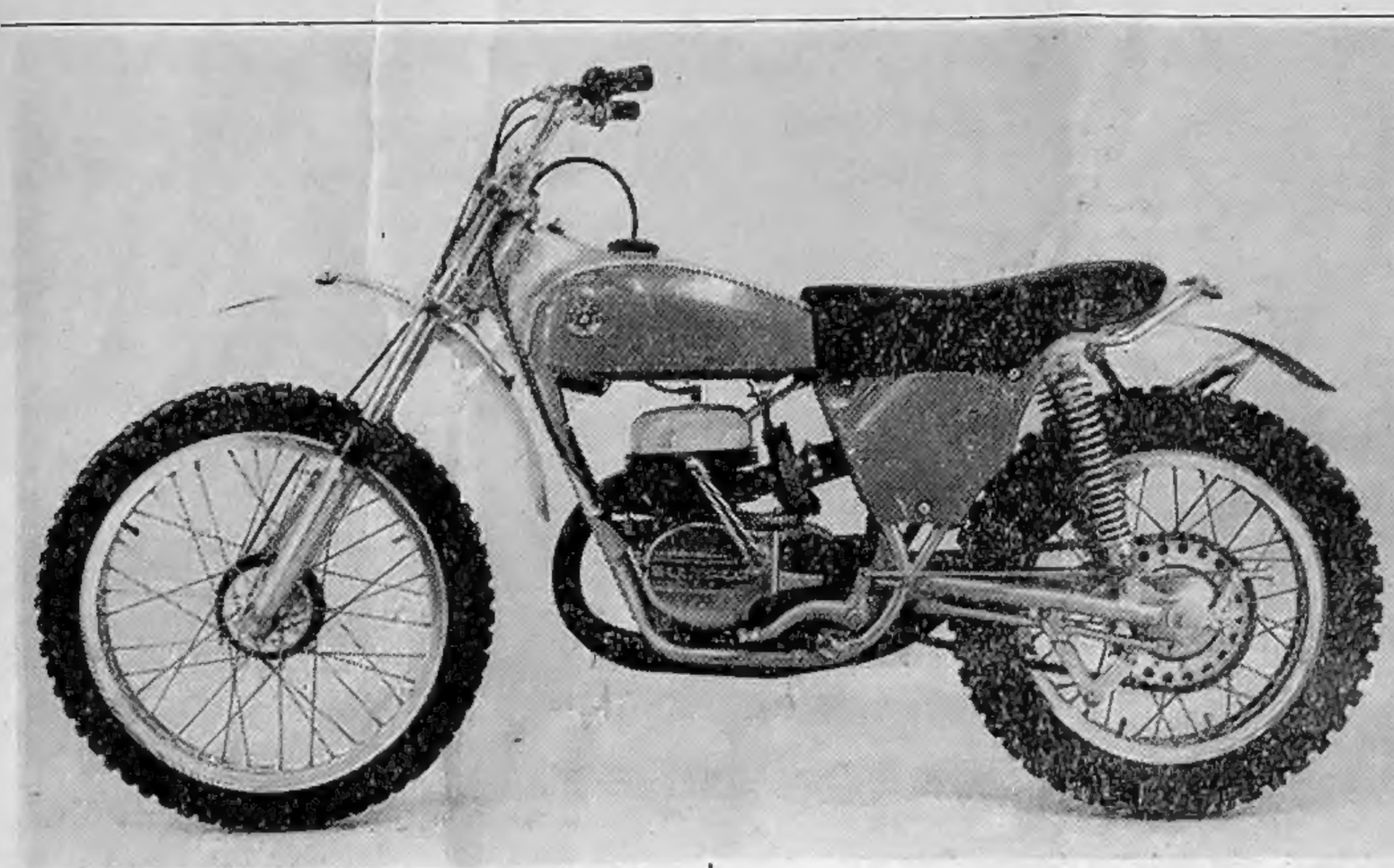


Ginger Molloy (Kawasaki 500) leading Ron Grant (Suzuki 500) and Mat Gibbon (Yamaha) through Humes Corner during the Shell Race of the Year (Wanganui G.P.).—Don Hopkins photo.



FIRST ROUND TO N.S.W. ACES

New South Wales riders got away to a great start in the newly inaugurated Australian Road Race Champs when they won all but one title race round in a day of great racing at Symmons Plains on March 4th before a very small crowd in cool overcast conditions.

A clean sweep was spoiled by one Greg Hansford (Yam) of Queensland who led the Unlimited title even from the first lap on with opening lap leader Ken Blake (Ducati) right behind him all the way to the end. The pair were split on the seventh lap by Ron Toombs (Yam), but an immediate fall at Datsun corner put paid to his effort as he broke the clutch lever mount.

This left Brian Hindle (Yam) to take up the challenge but he never got within reach of the leading duo before he too retired with engine trouble. Warren Willing (Yam), back a bit, put up another great go to take the 3rd on his 250 heading in much bigger size bikes.

Toombs, however, notched up one title round win when he and Hindle diced out the honours lap after lap. Hindle led from the start to the sixth lap before Toombs edged by and it wasn't till the final two laps that there was a gap to be seen between the two. Third in this went to the best "ride of the race" run by Hansford who was last away with local ace Laurie O'Shea (Suzuki).

It took him eight laps to get to 5th and then another three to get by hard riding Willing and Bill Burnett (Kawa). Once by Burnett (3rd virtually all the way) he was kept honest to the end by same.

350

Hindle also posted a win for the Australian title when he won an incident packed 350 title race round. In this he made a good start with Hansford right behind but on the seventh lap the Queenslander took an "excursion" at Datsun to leave Hindle out in front by himself. Toombs back a bit in 3rd, then pulled out all stops and gained on Hindle at a great rate, and on the tenth lap was right on him.

Over the last two laps they passed and repassed with the leader Toombs, at the last corner but a desperate act by Hindle saw him rush inside and knock Toombs off line and when the pair had regained their "composure" Hindle was able to get the line first. Well back in another great ride was Willing on his 250 Yamaha who had been 4th right from the start and moved into 3rd due to Hansford's retirement. Bill Dillow (Yam) upped and took Atlee on the last stages to claim 4th. Willing just made it home due to running low on fuel. But Blake didn't, as in the last stages he lost a chain while 6th.

250

The 250 title round saw the up and coming Willing (Yam) go immediately to the lead. Try as the rest might, there was no catching the young NSW flyer who will go down as the "find of '73". Hansford headed the rest although Toombs made a brief appearance on the second and then retired with engine bother. Blake took up the challenge but he just couldn't edge by Hansford.

Such was Willing's pace that he lapped the seventh placegetter before ten laps were over. Dillow again came in for a 4th place heading in Grant McRitchie (both Yam).

125

Other NSW mainstay, Len Atlee, on the Clem Daniels Special upheld that state's honours when he took out the 125 round. Peter Anson (Yam) grabbed an early lead but it took Atlee four laps to get onto his tail. It also took another two laps before he could get by and then over the last two had to ride really hard for the win. Well back for 3rd was Carl Dillon (Yam) who had a great deal over Dillow (Yam). Toombs put in a couple of mediocre laps before retiring with engine trouble with much the same happening to Hindle.

SIDECARS

The sidecar title rounds were also (as expected) ruled upon by the Bayliss family with son Stephen taking the 650 and daddy-o Stan the Unlimited. In the 650 the pair raced off to their own race pace with snr in the lead right to the last but then jnr took over for the win. Well back in 3rd was Bob Levy (Honda) who had been led by Terry Lauer (Yam) for a few laps till slowed by brake trouble.

The Unlimited was much the same but snr Bayliss led it to the end. The start was held up while last minute adjustments were made to a hurriedly fitted motor to jnr's bike after the earlier 650 race. After a few early hectic laps, in which one entrant left the track spectacularly at Marlboro Corner, quite a few retired to leave John Price (Honda) run an untroubled 3rd well ahead of Keith Bingham (BSA).

A feature sidecar race later on saw much the same affair for leadership with Bayliss snr the winner, although hurried throughout by son Stephen. Price again ran an easy 3rd after most other challengers fell by the wayside and 4th was filled by John Williams (Honda) some distance back.

In other solo races run, Toombs and Hansford posted wins. Toombs got his win in the Open Scratch which was led away by Hindle but by the fifth lap Toombs was on him and soon by to record a win by some margin. Hansford followed in for 3rd over Blake and the big Duke.

A 6-lap Junior scratch was deprived of Toombs and Hindle who had to leave to catch a plane home. It was Hansford's race after the first lap led by Barry Lemon (Yam) but Atlee chased the Queenslander to the end to finish a close 2nd. Lemon kept up his pace to head in Dillow, the pair going at it hard in the last stages.

In lesser races Lemon also figured heavily when he won the U/1 B, leading from start to finish over Tom Kingston (Yam XS1) who made a great start to hold 2nd easily throughout . Dave Holbrook (Yam) had a lone ride for 3rd.

Lemon looked a cert in the 350 B after Greg Johnson (Kawa) retired with engine troubles but in the last laps ran off to allow Mal Campbell (Aermacchi) to take it out.

This event was run with an U/1 Production and Ross Allison (Kawa 750) had little effort in winning the event over Tom Oliver (Suz). Greg Johnson took out the 350 B when early-leader Lemon "excited" from the race on the third lap. Johnson had a great deal over Holbrook (Yam) the second man in.

The C grade honours went to Ian Braken (Suz) in a lead from the second lap on ending with a good gap between him and Roger Meyman (Yam) who in turn had a good deal over John Megalos (Suz) the first lap leader.

The 350 C saw Megalos and Terry Johnson (Honda) disputing it over the final lap with the latter taking it out. For three laps Chris Caverley (Suzuki) hustled Megalos along but he eventually retired with a misfire.

New Model Pursang MK6

A new version of our well-known motocross model, the Pursang, will now be put into production. We are starting with the 125cc which, in a few weeks, will be followed by the 250cc, and then the 175cc, 200cc and 350 cc. As you see, the MK6 model will be made in two new versions, the 175cc and the 200cc.

The Pursang MK6 engine is considerably improved increasing the power output from low rpm until the max. power at high rpm.

The bicycle part, which is the same on all the versions, has several improvments:

● The frame is reinforced, but with a minimum change of weight, and we shall fit stay bolts that join the cylinder head to the frame at the front part of the seat.

● We have changed both the steering geometry and the weight distribution to improve the adherence of the front wheel in curves on slippery terrain, and we have also strengthened the front fork by means of a double-lock bracket.

● To decrease the unsprung weight we have planned to fit a front wheel hub of forged duraluminium, similar to that of latest Sherpa T.

● The petrol tank has been modified to take approximately 2 litres more than before, and we have made the seat more comfortable for the rider.

● The wheels are 3 x 21" front, and 4 x 18" rear, with "motocross" tyres on all versions, except the 200cc which has 3.50 x 19" front and 4 x 18" rear with Pirelli "esculpido" tyres that are more adequate for level circuits.

Dunedin Leg Gold Star Scramble

The Otago Motor Cycle Club conducted the Dunedin leg of the South Island Gold Star Scramble at Sinclair's Farm, Waihola on Sunday 18th February.

An excellent crowd watched interesting racing in brilliant weather conditions, the track was dry and hard after the dry weather.

Graham Stapleton and Rodger Austin both of Christchurch were the most successful competitors on the day, but were pushed by Dennis Sincock, Christchurch, Gary Goodfellow, Dunedin, John Penny and Graham Copsy also of Christchurch and the dashing Brian Reed of Invercargill on his new Yamaha.

To Ray Mulqueen of Dunedin who contested all classes on his new 250 Honda, the honour of the most laps on the day picking up many 4th and 5th placings in addition to his 3rd in one open leg.

The Enduro class was dominated by Peter Ryan on his new 250 Honda.

Results:

Club Riders Scratch: G. Goodfellow, Bultaco; R. Mulqueen, Honda; K. Trainor, Kawasaki.

Visiting Riders Scratch: B. Reed, Yamaha, Invercargill; R. Austin, Suzuki, Christchurch; J. Penny, Maico, Christchurch.

Gold Star 250 Class — Race 1: G. Goodfellow, Bultaco; D. Sincock, Kawasaki, Christchurch; C. Shaw, Yamaha, Dunedin.

Gold Star 250 Class — Race 2: G. Stapleton, Kawasaki, Christchurch; D. Sincock; G. Goodfellow.

Gold Star 250 Class — Race 3: G. Stapleton; J. Penny; D. Sincock.

Gold Star 350 Class — Race 1: G. Stapleton; G. Goodfellow; D. Sincock.

Gold Star 350 Class — Race 2: G. Stapleton; G. Goodfellow; J. Penny.

Gold Star 350 Class — Race 3: G. Stapleton; D. Sincock; G. Goodfellow.

Gold Star 500 Class — Race 1: R. Austin; B. Reed; B. Austin, Husqvarna, Ashburton.

Gold Star 500 Class — Race 2: R. Austin; G. Copsy, Christchurch; D. Norris, Christchurch.

Gold Star 500 Class — Race 3: R. Austin; B. Read; B. Austin.

Gold Star Open Class — Race 1: R. Austin; B. Reed; B. Austin.

Gold Star Open Class — Race 2: R. Austin; B. Austin; G. Copsey.

Gold Star Open Class — Race 3: R. Austin; B. Reed; R. Mulqueen, Honda, Dunedin.

1st Enduro Race: P. Ryan, Honda, Dunedin; M. Knox, Honda, Dunedin; M. McGuinness, Suzuki, Dunedin.

2nd Enduro Race: P. Ryan; P. Donaldson, Suzuki, Dunedin; M. Knox.

3rd Enduro Race: P. Ryan; J. Shand; M. Notman, Yamaha, Dunedin.

Points in the Classes after Three South Island meetings:

250 Class: Penny 54 points, Stapleton 40, Sincock 32, Boyce 30, Keenan 26.

350 Class: Stapleton 47, Sincock 37, Penny 36, Boyce 35, Mulqueen 24.

500 Class: Austin 43, Copsey 24, Holland 19, Doecke 18, Reid 18.

Open Class: Austin 40 Hopper 34, Copsey 25, Doecke 22, B. Austin 18.

M.V.

M.V. Agusta are releasing race kits for their road going 750 fours.

For about $850 a buyer gets different cylinders, head, camshafts, carburettors and an exhaust system.

REVOLUTION

AIR-COOLED ENGINES WILL NEVER BE THE SAME.

Time was when 'two-stroke' meant putt-putt-putting around and getting blown into the weeds by the big guys as they went by. No more. Today, 'two-strokes' are triumphant in every field of motorcycle competition. Rewriting the record books and blowing a lot of 'big guys' into the weeds. Now, after years of research, Castrol joins the Revolution with Castrol Super Two Stroke Oil. Developed specifically for high performance air-cooled two-stroke engines.

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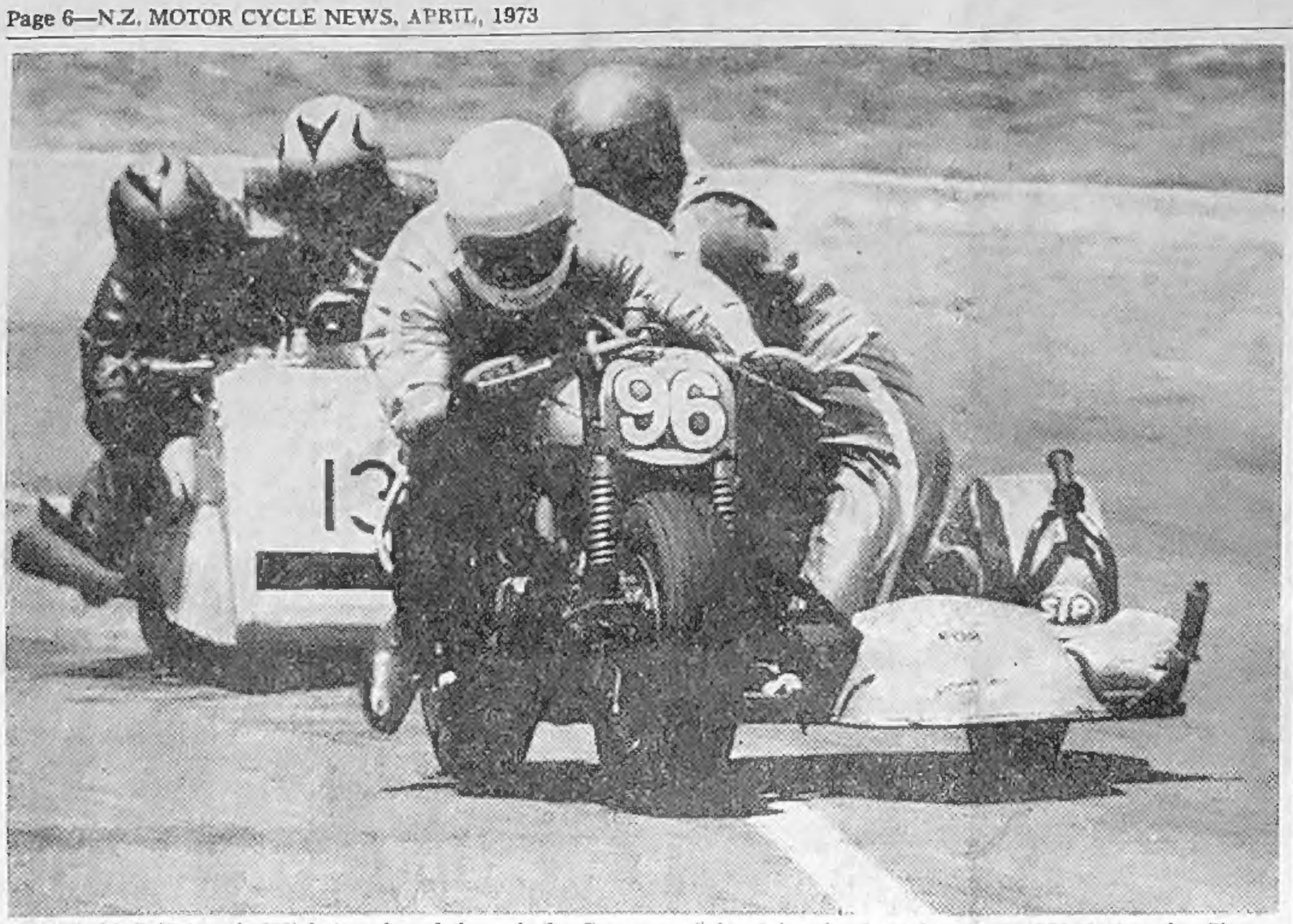

Denis Rohloff (Triumph 650) being chased through the Cemetery S bend by the Lasenby Honda 750 during the Cleeve Machinery Sidecar Scratch Race (Wanganui G.P.)—Don Hopkins photo.

Phil Bretherton, Suzuki 125, looking for the opposition during the Dunlop 125 Race, which he went on to win. Porirua G.P. 1972. —Don Hopkins photo.

R. Waterer, Yamaha TR3 350, Wetzel Enterprises All In Racing Class on Wetzel straight. (Porirua G.P. 1972).

A WET FIRST LEG FOR ROUND-WORLD MOTORCYCLIST

FLOOD BOUND AT PORT PIRIE

Ohaeawai's round-the-world motor cyclist, Mr Henry Sparrow, seems to have missed Australia's famed sunshine so far — last week he was flood-bound at Port Pirie after an eventful trip from Melbourne.

Commenting on his trip across the Tasman, he says in a letter to the News that three of his travelling companions seemed to have devised a way to beat the poker machines on the cruise ship 'Patris'.

"Three old ladies, obviously out to make a fortune, had worked out a system to beat the poker machines, which were played continuously at sea. They watch until a machine had been used for a long time without paying out a good prize, and then would play it until it did; then sit down and keep watch again. Such dedication deserved to have its reward but I didn't ask how they were doing," the letter says.

A PROBLEM

On his arrival in Melbourne when customs released his motorcycle, he was faced with problems.

"The slides used for parcels and crates would not take the motorcycle down to the ground floor. However, by a bit of luck the bike fitted into a goods lift, and that was that.

"Now, problem two. Would there be enough petrol left in the machine, (it had to be drained at Auckland) to reach the nearest petrol station about ¼ mile away?

There was only one way to find out, and we just made it. It seems extraordinary that there is no provision for draining or refilling tanks on the wharf.

"I was told that Geelong would be a good place to stop for the night, but as it was somewhat like Auckland, I carried on to Belmont a few miles past it.

RAIN, RAIN GO AWAY

"After a good start in sunshine, it began to cloud over, and the rain started, I said jokingly before I left N.Z. that the drought would break when I reached Australia, and 'oh boy' did it.

I saw the three sisters with their rock faces outlined against a darkening sky, and the beautiful Memorial Arch, with Avenue of Remembrance, through a thin sheet of rain.

"By the time that I had reached a place called Dimboola, the sun was shining and it seemed the rain had missed there," he said.

"I found the Caravan Camping Park, and fitted up the pup tent, covered the bike with my wet clothes and cleaned up generally.

"There was a faint mist rain in the air as I packed the bike for the next stretch. Anyway I was dry again and feeling cherpy, not for long though, it started again and I began to wonder where all this hot weather was.

However, once again, just before I reached Adelaide, the sun came out again, and I began to feel better.

I camped for the night just past Adelaide, thankful for these caravan-camping parks, with their facilities," said Mr Sparrow's letter.

"Next morning, once again in slight rain, I pushed on along the No. 1 Road. Then it really started to rain, and the roads became flooded at almost every low lying spot.

"Somehow by taking the low side, and riding on the white road edge line I managed to reach Port Pirie.

The road is impassable between Pt. Augusta and Iron Knob, so here I am until the road is passable again.

"I could go on by rail, but once again information about cheap rail travel is wrong. My fare to Perth from here is $53.20 economy class and to take the bike with me an extra $24.00. It makes such a trip too expensive, except as a last resort."

N.Z. ¼ Mile Grass Track Championships

The Otago Motor Cycle Club and the Dunedin Speedway Association combined to stage the N.Z. ¼ Grass Title races in Speedway, Non-Speedway and Sidecar Class at Tahuna Park, Dunedin, on Sunday 25th February.

A large crowd watched exciting racing, with the sidecar class in particular being thrilling. In all, 38 races were staged on the day. Every rider had four qualifying races, then there were two semi-finals and a grand final in each class.

Les Dwight Snr of Christchurch won the sidecar class to add to his N.Z. Speedway Sidecar title won in Hamilton the previous week. Dave Tomkins of Auckland who was runner-up to Dwight in the Speedway title finished third in the sidecars, second being Ian Begbie. Tomkins was riding Steve Unwin's Fiat powered unit, his own having blown up the previous night.

Invercargill's Tony O'Brien showed fine form to win the Speedway title, while Cam Shaw just headed Reg Ingram in the non-speedway class.

Cam Shaw also won the Rodger Browne Memorial Trophy during the day's racing.

Results of Semi-Finals and Finals:

Sidecars — 1st Semi-Final: Les Dwight Snr, Christchurch; I. Begbie, Ashburton, H. Jones, Christchurch.

Sidecars — 2nd Semi-Final: D. Tomkins, Auckland; C. Riley, Dunedin; W. Tinker, Invercargill.

Sidecar Final: L. Dwight Snr - Ian Cambridge, 1000cc Vincent, 1 min 20 sec; I. Begbie - Bill Lee, 680cc Triumph; D. Tomkins - Alex Quine, 700cc Fiat.

Speedway Solos — 1st Semi-Final: C. Stewart, Christchurch; M. Walker, Invercargill; M. O'Brien, Invercargill.

Speedway Solos — 2nd Semi-Final: T. O'Brien, Invercargill; M. Lowe, Invercargill; B. Bryan, Invercargill.

Speedway Solos — Final: T. O'Brien, 500 ESO, 1 min. 17 sec; M. Walker, 500 JAP; G. Stewart, 500 JAP.

Non-Speedway — 1st Semi-Final: C. Shaw, Dunedin; R. Ingram, Invercargill; M. Knox, Dunedin.

Non - Speedway — 2nd Semi-Final: G. Reid, Invercargill and G. Goodfellow, Dunedin, 1st equal; M. Flintoff, Dunedin, 3rd.

Non - Speedway — Final: C. Shaw, 500 JAP, 1 min. 20 sec.; R. Ingram, 350 Kawasaki; G. Goodfellow, 250 Bultaco.

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CARR —WORKS RIDE

English emigrant Cliff Carr, the privateer who almost robbed works riders of a £12,000 prize at Ontario in October, has been signed by Kawasaki.

And 27-year-old Carr, the man who was talking of retiring if he couldn't find a works ride, has also been offered one of the 180 mph water-cooled Suzukis.

But he told MCN from California on Monday. "I've signed for Kawasaki. Suzuki made me a tempting offer, but I decided to stay with the bikes I already know."

Now Carr joins Yvon Du Hamel and ex-Suzuki teamster Art Baumann on the 750cc two-stroke "threes" of Kawasaki racing chief Bob Hansen.

He will chase almost £100,000 offered in prizes for the nine AMA road race nationals this year, starting with Daytona on March 11.

Said Carr: "I'm really happy that I've finally got a works ride. Kawasaki are going to put on another big show in road racing this year, and we're expecting new bikes to arrive from Japan within a few days.

"They will be improved versions of the bikes that won at Talladega and Ontario last year. And now that I've got a works contract, I can concentrate on just racing them."

Jonsson to Yamaha - Maico Want Banks

Ake Jonsson has signed for Yamaha and Maico want John Banks to challenge him in this year's 500cc world championship.

After weeks of suspense and speculation, Sweden's brilliant 29-year-old ex-Maico ace has succumbed to the lure of the Japanese yen. Jonsson will be the third member of Yamaha's 500cc team.

Maico export and competition chief Hans Kresin said last week: "Ake knew he had a good chance of being 500 cc world champion on a Maico this year, but he realised we could not compete with the money he has been offered by the Japanese.

"He told me he intends to retire from grand prix racing in three years. After four years with Maico, he felt it would take time for him to familiarise himself with a new machine but the money was too good to turn down."

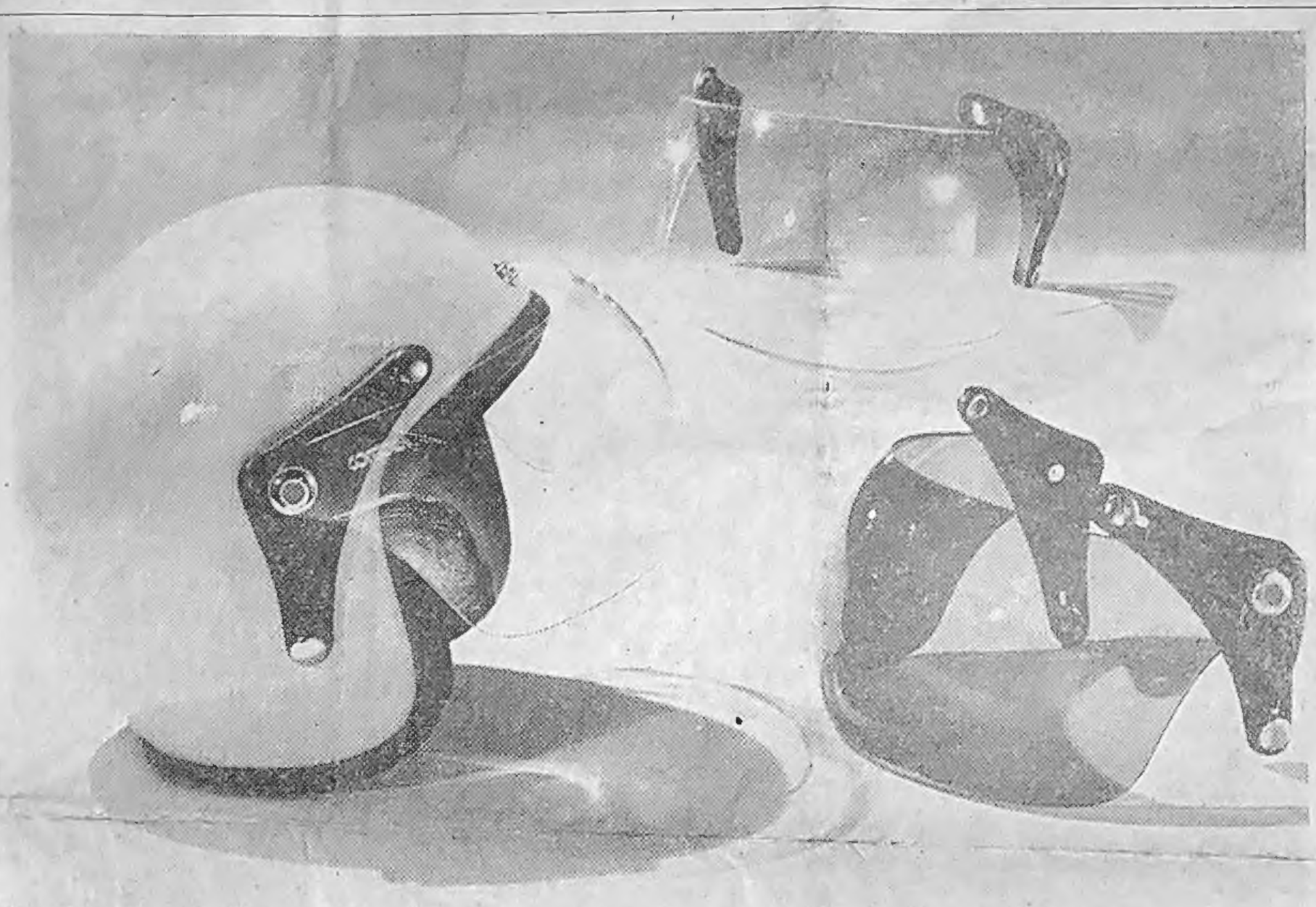
Now, with Jaak Van Velthoven and Christen Hammargren, Jonsson completes a formidable challenge to Roger De Coster, the lone wolf of Suzuki who has won the title two years running but whom Jonsson defeated with a clean sweep of the Trans-AMA series.

Although Gerrit Wolsink has signed for Maico as a partner for Willi Bauer in the 500cc world series, the factory may stretch their resources to add Banks to their line-up.

Said Mr Kresin: "I hope we shall be able to make him a definite offer but I must discuss the matter with my directors when I return to Germany." He attended the London show with importer Bryan Goss.

Although Banks also has offers of contracts from Alan Clews and Eric Cheney, who both want him for a BSA-based British comeback, Maico appear to be the favourites for his services.

Jonsson will race a Yamaha for the first time in Lummen, Belgium, on February 25. The meeting will also mark the debut of Uno Palm, on a Puch, and Torleif Hansen, on a Kawasaki.



This safety visor for fitting to motorcycling safety helmets will lift easily and yet will not whip upwards or downwards when travelling at speed. It incorporates special swivel / stop hinges. (Makers: PDI Limited, Hampton Street, Birmingham, B19 3LT, England).

Safer Visor For Motorcyclists

A visor for attachment to motorcycling safety helmets will lift easly and yet will not whip upwards or downwards when travelling at high speeds.

The visor, made by a British company, is fitted to the helmet by means of plastic hinges which incorporate a special swival/stop action which is claimed to be unaffected by extremes of temperature. The moulded wide - angle screen has a double curvature and follows the contours of the helmet, coming well down over the face for maximum streamlining and protection.

The visor, which fits all five - stud helmets, is made of acrylic material or shatterproof polycarbonate. It can be clear or in glare-resisting yellow, brown or blue tints.

An Example From France

Three teams of Frenchmen will be financially supported by the FFM, the opposite number of Britain's ACU, in this year's world moto cross championships.

National teams will participate in all 250cc and 500cc grands prix, the 125cc FIM series, and the Trophee and Moto Cross des Nations team contests.

Transporters are being provided by the Regie Francaise des Tabacs, the nationalised tobacco company, and entries will be handled by the FFM.

In addition to paying all expenses, the FFM has announced scales of prize money (down to 20th place) on top of that paid by grand prix organisers.

Riders and team managers will wear distinctive uniforms for public appearances, the whole exercise being calculated to boost national prestige.

Although Frenchmen have yet to make a hit in moto cross, this latest move in the tobacco war is a credit to French one-upmanship.

Many will doubtless wonder, if the French can do it, why can't we?

Kawasaki

Colin Seeley, the U.K. frame expert, is to receive backing from Kawasaki to run a European Kwaka F750 racing team.

The FABULOUS Kawasaki

SCOOPED THE POOL ON SEPTEMBER 30 AT THE NEW ZEALAND MOTORCYCLE SENIOR T.T., PUKEKOHE, AND AT HAWKSBURY . . . USING

CASTROL SUPER 2-STROKE OIL

RACE 1: Group A Open Invitation (Cunningham Cup) — 1st G. Molloy, Kawasaki 500.

RACE 2: Standard Production Machines (Open Class) — 1st A. Collison, Kawasaki; 2nd C. Dickson, Kawasaki. Standard Production Machines (350 c.c.) — 1st G. Worsley, Kawasaki; 2nd B. Singleton, Kawasaki.

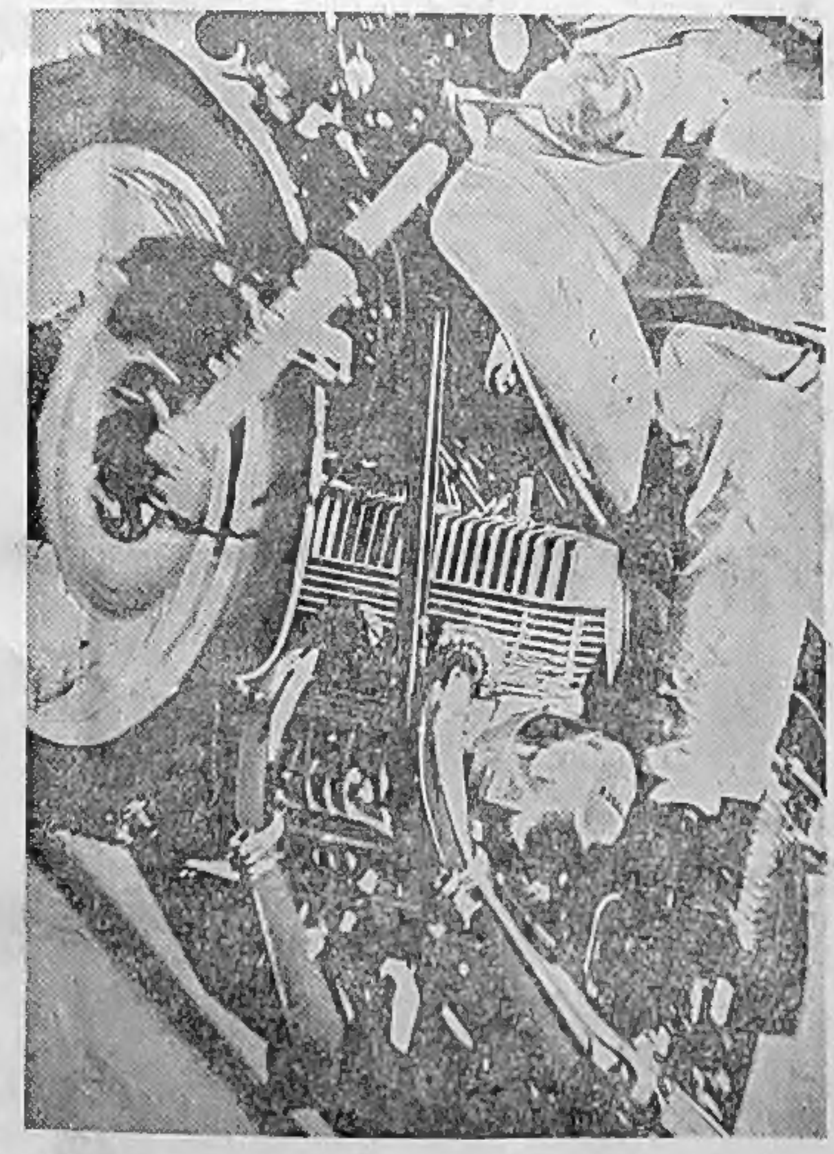
RACE 3: 39th N.Z. Senior Tourist Trophy — 1st G. Molloy, Kawasaki.

RACE 4: Group B Riders' Open Invitation (Hollingsworth Cup) — 1st G. Worsley, Kawasaki 350; 2nd L. Plummer, Kawasaki 500.

RACE 5: Castrol Classic Open Invitation — 1st G. Molloy, Kawasaki.

RACE 6: 1 Hour Production Machines T.T., Open Class (in record time) — 1st G. Molloy, Kawasaki; 2nd A. Collison, Kawasaki. 500 c.c. Class — 1st E. Bone, Kawasaki.

9th ANNUAL HAWKSBURY ROAD RACES
Four Production Machine Races all won by O. Galbraith on Kawasaki. Second and third places in all races filled by Woodley and Everitt also on Kawasakis.



Kawasaki freely acknowledge a winning motorcycle needs a top lubricant. Kawasaki recommend the use of CASTROL SUPER 2 STROKE OIL.

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CLUB NEWS

(Secretaries Please Note, all copy to be at Editorial Office by 25th of month prior to publication)

HAWKE'S BAY M/C CLUB
Secretary: Mrs R. Tod, 104 Napier Rd, Havelock Nth.

15th April: Trial/Min. T.T., Tuki Tuki.

18th April: Annual General Meeting 8 p.m. Ramblers Cycle Hall, Havelock North. Ladies a plate, men a half a gallon.

29th April, Castrol Two Hour Scramble. Taumumu Road, Waipawa. Entry fee $2. Closing 21st April. Late entries $3 if accepted. Prize money will be paid to all five classes.

6th May: Trail Run, Kawekas.

HUTT VALLEY M/C CLUB
Secretary, Mrs F. Cuttriss, P.O. Box 30189, Lower Hutt.

April 16: N.Z. Scott Trial, Pauatahanui.

MANAWATU-ORION M/C CLUB
Sec.: Mrs M. Shirriffs, P.O. Box 491, Palmerston North.

14 & 15 April: Inter-club Trial (Wanganui & Manawatu).

17 April: Club Meeting, A.A. Boardrooms, 7.45 p.m.

6 May: Novice/Expert Trial.

15 May: Club Meeting, A.A. Boardrooms, 7.45 p.m.

26 & 27 May: Proposed Inter-club Sports Weekend, Pohangina.

2 & 3 June: B.S.A. Shield.

17 June: Little Bear Run.

19 June: Club Meeting, A.A. Boardrooms, 7.45 p.m.

1 July: Club Scramble Champs.

17 July: Club Meeting, A.A. Boardrooms, 7.45 p.m.

28 July: Annual Dinner & Presentation of Trophies, P.D.C. Wintergardens.

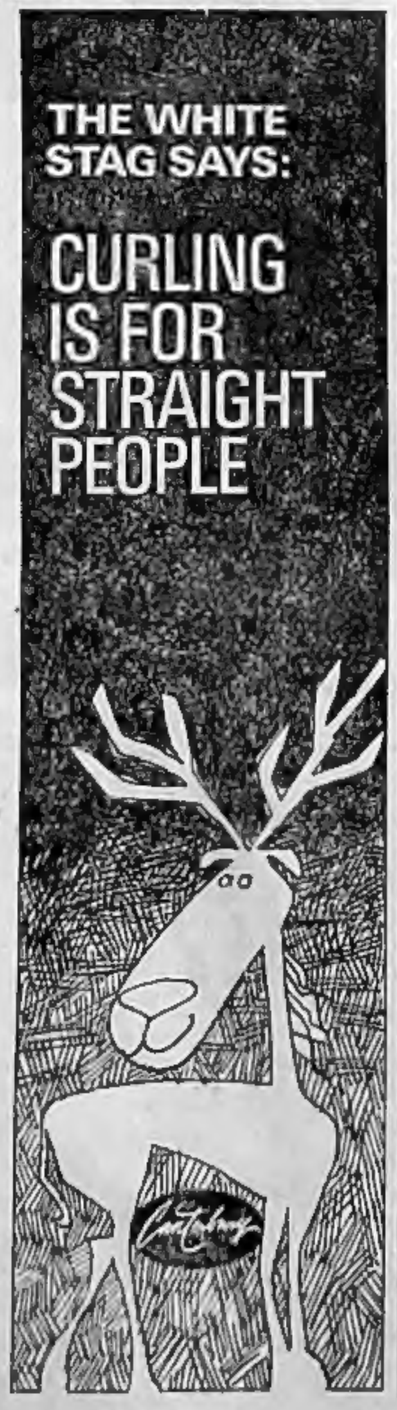
21 August: Club Meeting, A.A. Boardrooms, 7.45 p.m.

26 August: Novice/Expert Trial.

Club Trophies will be allocated to these events later.

TAURANGA M/C CLUB
Inc.
368 Cameron Rd, Tauranga

OTAGO M/C CLUB
P.O. Box 1160, Dunedin.



HAMILTON M/C CLUB
15th April: 2nd Leg of Waikato Trials Championship being held at Hikutaia Club.

15th April: Practice Scramble, probably Kiwitahi.

25th April (Anzac Day): Circuit Trial, Te Aroha.

29th April: Circuit Trial, Hamilton.

WAIRARAPA M/C CLUB
Sec: Mrs M. Bull, P.O. Box 205, Masterton.

Club night 3rd Wednesday each month.

15 April Club Road Hill Climb, Admiral Hill.

29 April: Observed Trial, 3rd Wakefield Cup event.

SOUTH CANTERBURY M/C CLUB
Sec.: Mr M. Hill, P.O. Box 451, Timaru.

WHAKATANE M/C CLUB
Sec.: Mr L. Costar, 54 Riverside Dve, Whakatane.

WANGANUI M/C CLUB
Sec: Don Cosford. Phone 36-854

SOUTHLAND M/C CLUB
P.O. Box 386, Invercargill

Saturday, April 21: S.I. Gold Star Scramble championships, Otatara, Invercargill — will be cancelled if entries are insufficient (South land M.C.C.).

Sunday, April 22: N.Z. Grand Prix Road Races at Ruapuna Park, Christchurch (Canterbury M.C.C.).

Sunday, June 10: A.C.E./O.S.C.A. Road Races at Teretonga Park (Southland Sports Car Club).

NEW ZEALAND AUTO CYCLE UNION INC.
Phone 7734 Taumarunui (bus.); 8777 (priv.). P.O. Box 364, Taumarunui.

COMING EVENTS

April

Saturday, 7th: Road Races, Hamilton (Hamilton); North Island 500cc Road Hill, Pohangina Valley (Manawatu Orion).

Saturday and Sunday, 21st and 22nd: New Zealand Grand Prix, Ruapuna Park, Christchurch (Canterbury).

NAPIER M/C RACING CLUB
P.O. Box 510, Napier.

10th March: Te Onepu Hill Climb.

25th March: Mini T.T., Tait's Farm, Bay View.

WHANGAREI M/C CLUB
P.O. Box 130, Kaikohe.

NORTH TARANAKI M/C CLUB
P.O. Box 510, N. Plymouth.

OTOROHANGA M/C CLUB
Sec.: Mr T. Jones, 63 Awakino Road, Te Kuiti.

RUAPEHU M/C CLUB
Sec.: Clive Bentley, 46 Swan St., Taihape. Phone 305.

GISBORNE M/C CLUB
Secretary: N. Rickard, 98 Lytton Rd., Phone 6601.

Sunday 15th April: Road Trial. Organisers Norm Graham, John Caie.

Sunday, 20th May: Beach Race (P.M.), Makorori Beach.

Sunday, 17th June: Beach Races (P.M.) Makorori Beach.

Beach races subject to N.Z.A.C.U. Approval and Permit.

Note: Road events such as the Mangapoiki one will be advertised. If you would like to organise such rides, contact Neil Rickard, our secretary.

MOTOR MARKET

Motor Market Advertising 10c per word.

For Sale

SUZUKI TS250T. Fully kitted with Wiseco piston. Plastic guards. Barum. Very fast with original enduro parts supplied also. $950 o.n.o. R. Selfe, 417 Thames H/way, Oamaru. Phone 71-709.

1953 FACTORY NORTON 350cc. Unique machine. Write 'Norton', Box 551, Wanganui for details.

1972 CZ 400cc. Winner of N.I. Scramble and M. T.T. titles. Randy Owen mods. Excellent condition. Spare conrod, big end, coils etc. $1200 o.n.o. Write or phone, Ross McLaren, C/- McLaren's Service Station, 89 Naylor St., Hamilton East. Phone 65-781.

Wairarapa Club Moto Cross

Nearly forty riders from as far as Wellington and Palmerston North took part in our club moto cross to aid the Commonwealth Games. The Games Committee donated a cup for the top rider of the day. The weather was so hot that the races had to be shortened and even then riders were toppling from their machines through exhaustion.

Riders to show exceptional stamina were Wellington veterans Des Irving and Rees Samuels, both of whom have been around for many years. In the two A grade heats for the cup, Colin Schultz led the field off but was passed by Warren Lambess when he picked up a string of streamers marking the course in his back wheel—he managed to limp on to second. In the second heat, Schultz again led off but broke his chain, and Des Irving who retired in the first heat with this complaint too the lead and managed to hold off Warren Lambess. In the final classification, Warren was first overall from Des Bradley and Rees Samuel who both rode consistently.

Results :—

125cc scratch: 1. J. Hetherington (Yamaha), 2. W. Lambess (Suzuki), 3. D. Bradley (Suzuki).

250cc Scratch: 1. D. Irving, Ixion (Husqvarna), 2. W. Flowers, H.V. (Suzuki), 3. P. Thomas, Ixion (Yamaha).

500cc Sratch: 1. C. Schultz (400 Maico), 2. H. Gregory (441 BSA-Metisse), 3. R. Samuel, Ixion (360 CZ).

1st Leg Moto Cross: 1. W. Lambess (400 Suzuki), 2. C. Schultz (400 Maico), 3. H. Gregory (441 BSA-Metisse).

B Grade: 1. J. Hetherington (125 Suzuki), 2. W. Flowers, H.V. (250 Suzuki), 3. R. Rawles, Manawatu (360 CZ).

A Grade: 1. C. Schultz (400 Maico), 2. H. Gregory (441 BSA-Metisse, 3. D. Bradley (400 Suzuki).

2nd Leg Moto Cross: 1. D. Irving (250 Husqvarna), 2. W. Lambess (400 Suzuki), 3. R. Samuel (360 CZ).

250cc Handicap: 1. D. Bradley (125 Suzuki), 2. K. Boyle, HV (250 Suzuki), 3. S. Miller (125 Yamaha).

500cc Handicap: 1. W. Lambess (400 Suzuki), 2. H. Gregory (441 BSA-Metisse), 3. R. Samuel (360 CZ).

Other club members: N. Hill, 350 Montesa; D. Jones, 125 Maico; D. Perry, 250 Yamaha; A. Hughson, 125 Honda; R. Gregory, 125 Suzuki; C. Percy, 125 Kawasaki; R. Walker, 360 CZ; C. Clout, 500 Tribsa.

DAYTONA '73

"I'm delighted, I must admit that at times I've felt depressed about having to struggle against our 400cc handicap. But now I think we can win another two or three road race internationals this year".

Those were the words of 35 year old Yamaha team leader Kel Carruthers in victory lane after his bikes finished 1-2-3. Kel was only 38 seconds behind the winner at the finish, which saw a fitting end to his 14 hour day, 7 day week, 3 month Daytona preparation.

In an incident packed race where the lead changed no less than ten times only one of the twelve works 750 two strokes (Suzuki and Kawasaki) lasted the distance.

Winner, Jamo Saarinen started from the second row of the grid intent on riding a tactical race knowing the 750s would fight it out amongst themselves and invite their own disaster. From 6th on the first lap he gradually worked his way up to take the lead on the 32nd and never looked like being beaten for the final 20 laps.

Kel Carruthers came home a steady second with 19 year old Jim Evans third to complete the Yamaha victory.

Veteran Dick Mann rode his Triumph steadily throughout to finish fourth and Don Emde (who always does well at Daytona) became the only 750 two stroke to finish when his crossed the line in fifth place on his works Suzuki.

The works Hondas never looked strong but two lasted the distance to finish 7th and 10th.

Last year's biggest money earner, Paul Smart (U.K.) set the pace in practice by blasting his works 750 Suzuki to pole position. The second time he has achieved that honour in his three years of American racing. But at the start Gary Nixon (Kawa) got the jump on them all and led the pack into turn one.

Smart soon came back and took his Suzuki to the lead only to get rammed at the chicane. He remounted and completed the second lap in 50th place. Riding in the style that put him in pole position, he lost no time in climbing right back amongst the leaders, but while making a bid for third place he went out with ignition trouble.

For the first quarter of the race the flying Kawasakis of Yvon Du Hamel and Art Bauman set the pace as they pulled away from the remainder. Suddenly they both excited on a slow bend. They too remounted and went back into the race but their bikes were badly damaged and they both eventually retired.

This left the way open for the odd man out in the Kawasaki Team, Gary Nixon, to take the lead. He held it in strong fashion for several laps before going out just before half distance with mechanical troubles. The hotly favoured Kawasaki challenge was now over.

Geoff Perry who had gone well in practice and was always up with them, took over on his works Suzuki. Unfortunately for him the young Gary Fisher (350 Yamaha) was riding very determined and went into the lead at half distance. As Fisher burned the fuel with the hot pace and was forced to make a pit stop, Perry went back into the lead, only to lose it on the next lap and retire with ignition failure.

The race was now 27 laps old (52 lap total) and all the major stars and favourites had been sidelined. The disaster that struck them one by one last year looked like finishing off the few remaining stars and their 750s.

It was now the turn of Ron Grant to lead, and he did so for 5 laps. He went out with a broken chain. Ron almost collapsed in the pits afterwards from mental and physical exhaustion.

With 20 laps to go, Jarno Saarinen, who had been up with the leaders throughout but never was tempted to force the pace and try for the front, took the lead. From that point on he rode his first race in America like the brilliant world champion he is.

Saarinen pulled out a second lead over his team mates, Fisher and Carruthers, only to have Fisher seize and the gap to the leader widen.

Slowing down on the last few laps Jarno Saarinen finished 38 seconds ahead of Kel Carruthers who in turn was some way in front of Jim Evans.

Daytona '73 proved for the second year in succession to be an unexpected result and a giant killing for Yamaha. While '72 was regarded as a bit of a freak with Emde taking out the money on his private 350 Yam, this year proved the 750 bombs are fast but nowhere near reliable and their 40 to 50 bhp advantage over the under half size Yamahas is then worthless.

The remainder of the American road race classics are all 200 miles in length and much head scratching will go on before the season proper gets under way next month.

Provisional results:

1, Jarno Saarinen, Finland, 350 Yamaha; 2, Kel Carruthers, USA, 350 Yam; 3, Jim Evans, USA, 350 Yam; 4, Dick Mann, USA, 750 Triumph; 5, Don Emde, USA, 750 Suzuki; 6, Conrad Urbanowski, USA, 350 Yam; 7, Morio Sumiya, Japan, 750 Honda; 8, Mick Grant, Britain, 350 Yam; 9, Don Castro, USA, 350 Yam; 10, Steve McLaughlin, USA, 750 Honda; 11, H. Cane, USA, 350 Yam.; 12, F. Gillespie, USA 350 Yam.; 13, B. Winters, USA, 350 Yam.; 14, D. Smith, USA, 350 Vesco Yam.; 15, G. Scott, USA, 750 Triumph; 16, D. Sehl, USA, 750 Harley-Davidson; 17, M. Lawwill, USA, 750 Harley-Davidson; 18, M. Sharpe, Britain, 350 Yam.; 19, G. Kerker, USA, 750 Honda; 20, B. Elmore, USA, 350 Yam.; 21, B. Bailey, USA, 750 Triumph; 22, T. Lansivuori, Finland, 350 Yam.; 23, P. Williams, Britain, 750 Norton; 24, J. Metrando, USA, 350 Yam.; 25, B. Manley, USA, 750 Honda. Winner's speed: 98.178 mph.

John Martin — Dunedin Breaks 12 Second Standing ¼ Mile Barrier

Leading ¼ sprint exponent, Dunedin's John Martin gave a brilliant exhibition at the Dunedin Festival sprint on Wednesday, 31st January when he broke Brian Wills 750 class record of 12.42 seconds set in August 1968.

The event held at Fryatt Street, Dunedin, was watched by a large crowd who were thrilled with John Martin's performances.

The time was even more creditable as the event was run into a head wind. Martin's time of 11.992 seconds was the fastest of three runs all inside the old record, although the first run did not better the old record by enough to claim the record.

Leading times were: John Martin, 650 Triumph, 11.992 sec.; Ross Goodfellow, 750 Kawasaki, 13.790; Kevin Hellyer, 750 Honda, 14.375; Jim Landrebe, 350 Yamaha, 12.899; Hugh Walker, 350 Yamaha, 13.703.

Ducati

The 350 Ducati powered racers are on sale in U.K. for $1300.

The engine is developed with a 35mm Del Orto carb, opened ports, 10:1 piston, phosphor bronze valve guides, balanced crank and Bosch ignition. Last year a prototype covered 1,000 miles trouble free.

Mounted in a Seeley type frame built of aircraft tubing the front suspension is Metal Profile forks with a Grimeca 4 L.S. brake (disc optional) and Girling rear units with the standard Ducati brake.

Weighing only 235 pounds the bike will pull 130 mph at 9,000 rpm.

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